

CASE: 0842

ON 21 AUG 93 AND 4 SEP 93, RESPECTIVELY. DURING THE BEACH SURVEY, THE TEAM QUESTIONED LOCAL VILLAGERS CONCERNING INCIDENTS INVOLVING U.S. PERSONNEL. RESULTS OF THE SURVEYS AND INTERVIEWS WERE NEGATIVE. NO MATERIAL EVIDENCE OR REMAINS WERE OBTAINED DURING THE INVESTIGATION. (REF 4)

JOINT TASK FORCE - FULL ACCOUNTING
BIOGRAPHIC/SITE REPORT AS OF 20 OCTOBER 1993

===== BIOGRAPHIC INFORMATION =====

REFNO: 0844-0-01 (ACCNO 5666) Status: (N) DEAD BODY NOT RECOVERED
Name: OTT, PATRICK LEWIS Date Status assigned: 2 Oct 1967

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	#
Service	MARINE CORPS	Sex	MALE	Blood type	O #
Grade	O2	Hair	BROWN	Complexion	RUDDY
SSAN	0450	Eyes	BLUE	Weapon	#
Serial No	092826	Height	72 in / 1.83 mtrs	Weapon No	#
Birth date	15 Dec 1943	Weight	193 lb / 87.4 kg	Duty pos	PILOT
Home State	CALIFORNIA	Religion	OTHER	PW Camp	\$

===== SITE INFORMATION =====

INCIDENT LOCATION (0)

Site Type: CRASH SITE
UTM: 49QAT868912
Lat/Long: 161057N / 1080414E
Country: SOUTH VIETNAM
Military Region: 1
Mission Province: QUANG NAM-DA NANG
(formerly): QUANG NAM
Mission District: HOA VANG
Mission Date: 2 Oct 1967
Mission Category: 1
Local Analysis: Remote area.

===== JTF-FA ACTIVITY SUMMARY =====

Folders Passed: Jul 93, Dec 92, Jul 92, Aug 87
Investigations: Aug 93
Surveys: Aug 93
Vessey Case: NO
Case type: DISCREPANCY
Survivability: (4) Probably in the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type: F8E	Serial: 150912
Crash Type: Enemy action	Engine Type: J57P8
Call Sign: WAGECUT 18	1 Serial: #
Year: 64	2 Serial: \$

===== SPECIAL CHARACTER KEY =====

= Item has been researched but data cannot be obtained.
\$ = Item is not applicable to this case.
@ or Blank = Data for item is unknown or not available.

CASE: 0844

=== CIRCUMSTANCES OF LOSS ===

27 March 1975

ON 2 OCTOBER 1967, 1LT PATRICK L. OTT WAS THE PILOT ABOARD AN F-8E AIRCRAFT (BUNO 150912) RETURNING FROM A NIGHT STRIKE MISSION OVER NORTHERN I CORPS AREA OF SOUTH VIETNAM. WHEN LT OTT WAS 10 NAUTICAL MILES FROM DA NANG AIR BASE, HE WAS PASSED FROM THE APPROACH CONTROL RADAR TO THE PRECISION APPROACH RADAR (PAR) FINAL CONTROLLER. HOWEVER, BECAUSE THE AIRCRAFT WAS TOO FAR LEFT OF THE APPROACH COURSE RADAR CONTACT COULD NOT BE ESTABLISHED BY THE PAR CONTROLLER. LT OTT'S AIRCRAFT WAS OBSERVED BY THE TOWER CONTROLLER AND WAS GIVEN CLEARANCE TO LAND, WHICH LT OTT DID NOT ACKNOWLEDGE. NO FURTHER RADIO CONTACT COULD BE ESTABLISHED.

THE WEATHER OVER DA NANG BAY AND THE AIR BASE WAS REPORTED AS 2,000 FEET SCATTERED WITH HIGH BROKEN CLOUDS AND SEVEN MILES VISIBILITY. AT ABOUT ONE AND A HALF MILES FROM THE APPROACH END OF THE RUNWAY HIS AIRCRAFT WAS OBSERVED TO EXECUTE A RIGHT 270 DEGREE TURN THROUGH 180 DEGREE AND 90 DEGREE POSITION FOR THE RUNWAY. SHORTLY THEREAFTER THE AIRCRAFT WAS OBSERVED PROCEEDING EAST FIVE NAUTICAL MILES NORTH NORTHEAST OF THE AIR BASE OVER THE DA NANG BAY AT AN ALTITUDE OF 1,500 FEET. THE WEATHER TO THE EAST AND NORTH OF DA NANG WAS CONSIDERABLY LOWER AT 500 FEET WITH CLOUD TOPS UP TO 5-6,000 FEET. THERE WERE NO FURTHER SIGHTING OR TRANSMISSIONS FROM LT OTT.

ON 21 MARCH 1968, THE WRECKAGE OF LT OTT'S AIRCRAFT WAS LOCATED IN THE VICINITY OF GRID COORDINATES (GC) AT 868 912. WEATHER AND TERRAIN PREVENTED INVESTIGATION OF THE CRASH SITE UNTIL 23 MARCH 1968. A SEARCH PARTY WAS INSERTED AT (GC) AT 868 916 AND PROCEEDED TO THE CRASH SITE. THE WRECKAGE WAS FOUND SCATTERED OVER AN AREA 100 METERS IN RADIUS. ALL EVIDENCE (EJECTION EQUIPMENT) LOCATED AT THE CRASH SITE INDICATED THAT LT OTT CRASHED WITH THE AIRCRAFT, ALTHOUGH NO PHYSICAL REMAINS WERE RECOVERED. (REF 2)

ON 15 AUGUST 1973 A MEMORANDUM STATED THAT THE CRASH SITE WAS LOCATED 509 METERS FROM THE TOP OF THE RIDGE-LINE, OUTSIDE QUANG PHU LOC, RVN., (VICINITY OF (GC) AT 868 912). IT WAS ALSO NOTED THAT THE VC HAD BOOBY-TRAPPED THE PILOT'S TORSO HARNESS. THE BODY WAS BELIEVED TO HAVE BEEN CARRIED OFF BY THE VC. THE PILOT'S BLOOD STAINED FLIGHT SUIT AND BOOT WERE FOUND TO BE SHREDDED. (REF 3)

DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. THIS INDIVIDUAL'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING. LT OTT IS CURRENTLY CARRIED IN THE PRESUMPTIVE STATUS OF DEAD, BODY NOT RECOVERED.

CASE: 0844

=== CIRCUMSTANCES OF LOSS ===

27 March 1975

SOURCE REPORTED REMAINS BEING DUG UP WHILE HE WAS ON A LABOR DETAIL AT AT8985. A DOGTAG WAS FOUND WITH THE REMAINS. THIS REPORT POSSIBLY CORRELATES TO 1LT OTT. (REF 4)

=== SUBSEQUENT INFORMATION ===

18 December 1986

SOURCE PROVIDED LIMITED FIRSTHAND INFORMATION CONCERNING JET AIRCRAFT WRECKAGE AND PARTIAL HUMAN SKELETAL REMAINS LOCATED IN THE VICINITY OF CAU BIA BRIDGE (AT 930 921). (REF 6)

=== REFERENCES ===

27 March 1975

REFERENCES USED: <1> RPT, CO MAG 11, 8 APR 68. <2> MSG, CG FMAW, 140921Z APR 68. <3> MEMO, FONECON CWO-3 CLOW (JCRC RECORDS BRANCH) AND SSGT SHAW HQMC (CODE DNA) (141935G AUG 73), 15 AUG 73. <4> REFCON DATA BASE 81-034. <5> REFCON , 85-088, 21 JUL 86. <6> REFCON , 86-057, 17 JUL 86. <7> 240457Z SEP 93 CJTFFA DET ONE BANGKOK TH.

=== NEGOTIATION ACTIONS ===

3 December 1987

A CASE NARRATIVE PERTAINING TO PATRICK L. OTT WAS PASSED BY JCRC ON 4 AUG 87 TO THE SRV EMBASSY IN BANGKOK PURSUANT TO AGREEMENTS REACHED BETWEEN GENERAL VESSEY AND SRV FOREIGN MINISTER NGUYEN CO THACH.

12 August 1992

CASE NARRATIVE 0844 WAS PASSED TO REPRESENTATIVES OF THE VIETNAMESE GOVERNMENT FOLLOWING THE 30-31 JULY 1992 POW/MIA TECHNICAL MEETING.

17 December 1992

A CASE NARRATIVE ON CASE 0844 WAS PASSED TO THE VIETNAMESE DURING THE 10-11 DECEMBER 1992 TECHNICAL MEETING IN HANOI.

CASE: 0844

20 August 1993

CASE NARRATIVE WAS PASSED TO REPRESENTATIVES OF THE VIETNAMESE GOVERNMENT DURING THE 28 JUL 1993 POW/MIA TECHNICAL MEETING IN HANOI.

=== JOINT INVESTIGATION, SURVEY OR EXCAVATION ===

8 October 1993

ON 26 AUG 93, IE3 TRAVELLED TO HOA BAC VILLAGE, HOA VANG DISTRICT, QUANG NAM-DANANG PROVINCE TO INVESTIGATE CASE 0844. THE TEAM INTERVIEWED TWO WITNESSES, WHO CLAIMED TO HAVE NO KNOWLEDGE OF A U.S. JET CRASH NEAR THE INCIDENT LOCATION CONTAINED IN U.S. RECORDS. THE WITNESS LED THE TEAM TO A OPERATIONAL HELICOPTER LOSS. THE TEAM SEARCHED THE INCIDENT LOCATION CONTAINED IN U.S. RECORDS WITH NEGATIVE RESULTS. THE AREA WHERE THE INCIDENT WAS REPORTED TO HAVE OCCURRED IS LOCATED ON TOP OF A RUGGED STEEP MOUNTAIN. THE TEAM HAD TO NEGOTIATE SEVERAL STEEP KARSTS TO GET TO THE AREA OF RECORD. THE TERRAIN IS VERY HAZARDOUS AND DIFFICULT TO NEGOTIATE. A SEARCH OF THE AREA RESULTED IN FINDING NO REMAINS, PERSONAL EFFECTS OR WRECKAGE. DUE TO THE HAZARDOUS TERRAIN, THIS AREA IS UNSAFE. (REF 7)



JOINT TASK FORCE - FULL ACCOUNTING
CAMP H. M. SMITH, HAWAII 96861-5025

CASE 0844-0-01

NARRATIVE

ON 2 OCTOBER 1967, FIRST LIEUTENANT PATRICK L. OTT WAS FLYING AN F-8E FIGHTER AIRCRAFT ON A SOLO MISSION. HIS AIRCRAFT, (SERIAL NUMBER 150912) CRASHED IN THE VICINITY OF GRID COORDINATES AT868912, APPROXIMATELY 20 KILOMETERS NORTHWEST OF DA NANG, QUANG NAM-DA NANG PROVINCE. AN IMMEDIATE SEARCH OF THE AREA FAILED TO LOCATE THE CRASH SITE OR ANY SIGN OF LIEUTENANT OTT. ON 21 MARCH 1968, THE CRASH SITE WAS LOCATED, AND ON 23 MARCH 1968, A GROUND TEAM SEARCHED THE WRECKAGE. THE EJECTION SEAT WAS STILL IN THE AIRCRAFT. THE SEARCH TEAM DISCOVERED EVIDENCE THAT INDICATED LIEUTENANT OTT'S BODY HAD BEEN REMOVED FROM THE WRECKAGE. ALTHOUGH LIEUTENANT OTT'S REMAINS COULD NOT BE LOCATED, HIS FLIGHT GEAR WAS LAID OUT IN AN APPARENT ATTEMPT TO LEAD A RESCUE TEAM INTO AN AMBUSH. ADDITIONALLY, LIEUTENANT OTT'S FLIGHT HARNESS AND G-SUIT WERE FOUND TIED TOGETHER AND FASHIONED INTO A CRUDE BOOBY TRAP.

PERTINENT DATA ARE AS FOLLOWS:

NAME: OTT, PATRICK LEWIS
RANK: FIRST LIEUTENANT, U.S. MARINE CORPS
DATE OF BIRTH: 15 DECEMBER 1943
RACE: CAUCASIAN
HEIGHT: 1.83 METERS
WEIGHT: 87.4 KILOGRAMS
HAIR: BROWN
EYES: BLUE

Passed to officials of the Vietnamese government during a